

CURE FOR GRUMPS.

Feel all out of kilter, do you?
Nothing goes to suit you quite?
Sickies seem sort of dark and clouded,
Though the day is fair and bright?
Eyes affected—fall to notice
Heavily spread on every hand?
Hearing so impaired you're missing
Songs of promise, sweet and grand?

No, your case is not uncommon—
It's a popular disease.
Though 'tis not at all contagious,
Thousands have it, more or less,
But it yields to simple treatment,
And is easy, quick to cure;
If you follow my directions,
Convalescence, quick, is sure.

Take a bit of cheerful thinking,
Add a portion of content,
And, with both, let glad endeavor,
Mixed with earnestness, be blent;
Those with care and skill compounded,
Will produce a magic oil
That is bound to cure, if taken
With a lot of honest toil.

If your heart is dull and heavy,
If your hope is pale with doubt,
Try this wonderful oil of promise.
For will it drive the evil out
Who will mix it? Not the druggist
From the bottles on his shelf;
The ingredients required
You must find within yourself.

For Tropical Reading.

Oh, see the snow
And the sleighs that go
Merrily everywhere;
How the nipping air
Pinches our cheeks till they glow;
And our noses show
The touch of the frost; and our ears
Tingle, and the toes
Run from our eyes and freeze
In the breeze.
The icicles cling
To everything,
And we shiver and shake
And gladly take
A warm drink for summer's sake.
See whiz!
What weather this is;
And, say,
Ain't it hot to-day?

A Cycling Parson.

The Rev. Sidney Swann, former Chaplain of All Saints' Church at Kobe, and now vicar of St. Aidan's, Carlisle, accomplished the remarkable feat of bicycling from Carlisle to London in 24 hours. The distance is 301 miles. The *Yorkshire Post* states that, starting in bad weather, he was wet through at Penrith, and asking for half a chicken at Preston to carry him through the night, could only get—uncooked sausages. At Coventry, with 91 miles to go, he was 40 minutes behind time. This had become 45 minutes at Worcester, and as he was resuming his journey he was knocked down by a railie dog. In the fall he had his knee cut, and was badly bruised. He limped on, notwithstanding; and at Stoney Stratford he found that he had three hours and twenty-five minutes left to ride 52 miles, and to his joy he succeeded in reaching London by four minutes past two, just 24 hours after he had started from Carlisle.

Some people are weakly and emaciated, yet they are not to be called sick. Their appetites are fair, they eat good, wholesome food, but they cannot gain flesh. The face is, their nutritive functions are deficient. The food may even be digested, but is not properly assimilated. With loss of, or lack of, sufficient flesh there is a corresponding decline of strength and vigour. Comeliness of form is dependent upon graceful curves, plumpness, rather than upon angles. Bony prominences, hollow cheeks and eyes, are not pleasing to the sight.

Stearns' Wine of Cod Liver Oil is an admirable flesh-builder. It will increase the weight of almost anyone. It improves the appetite, stimulates digestion, builds up nutrition. It presents cod liver oil so long hated as a flesh producer, in a much improved and more active form. It contains no harmful nor objectionable ingredients and always produces good results. A wonderful flesh-builder for those who cannot get fat. Stearns' Wine produces ad-petite, flesh and strength. Wholesale from A. S. Watson & Co., Ltd., Hongkong.

A SERVANT gave her mistress notice she wished to marry John, the sweep. A few days later she announced that she had changed her mind. This is very sudden, "John," said her mistress. "Yes," the servant replied, "I saw John last night for the first time with his face washed."

ASK FOR DROZ & CO.'s LEVER WATCHES and CHRONOGRAPHS.

Best Value, compatible with Good Workmanship.

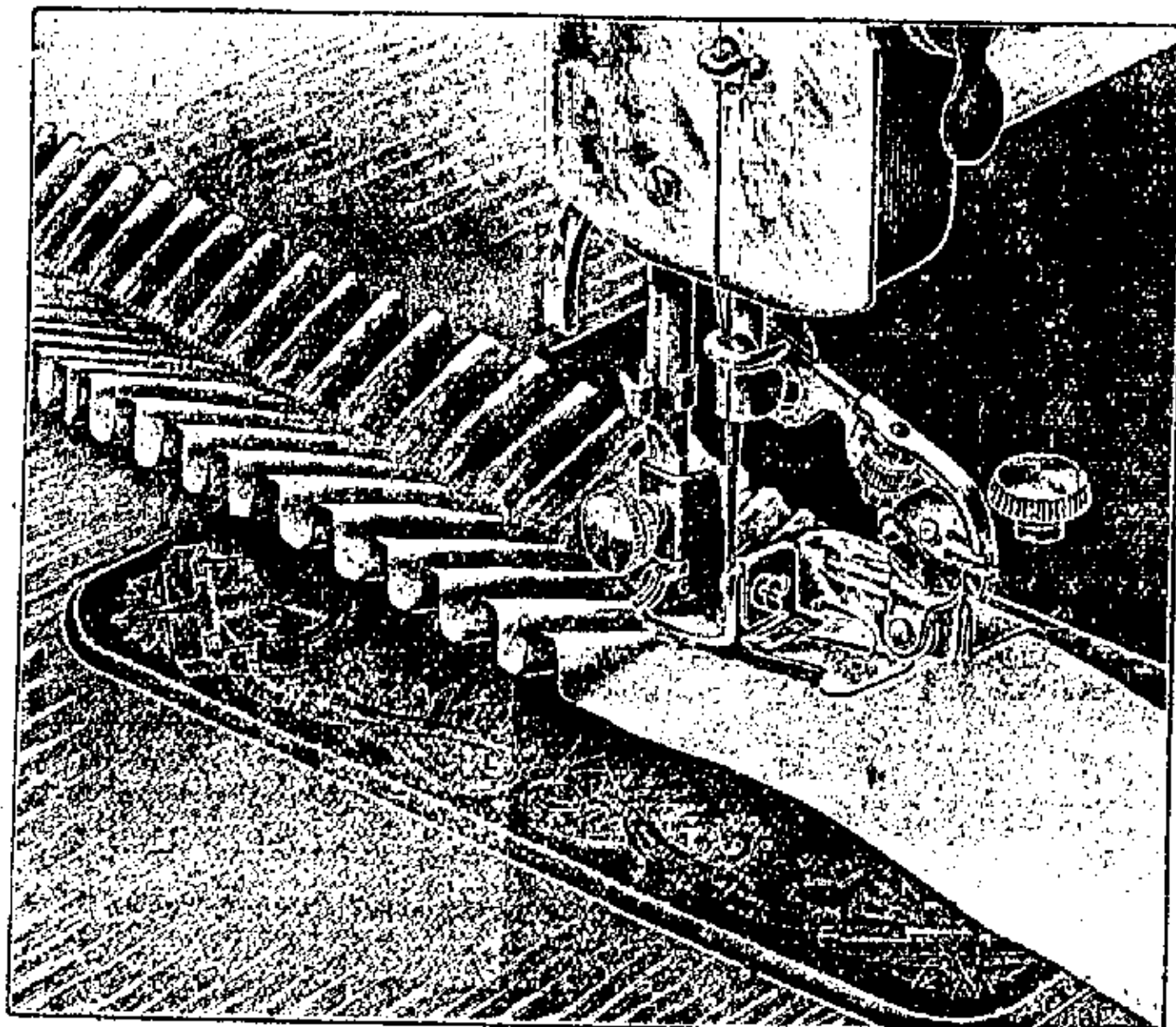
All Watches Guaranteed.

TRADE MARKS:
BERNA, MAXIM.

Watches and Clocks repaired by Competent EUROPEAN EXPERTS.
DROZ & CO.,
No. 10, Queen's Road Central.

SEWING MACHINES FOR EVERY STITCHING PROCESS.
FOR CASH, OR EASY MONTHLY PAYMENTS.

SEWING MACHINES



AT POPULAR PRICES

NO GENUINE SINGER SEWING MACHINES ARE MADE IN GERMANY.

THE SINGER MANUFACTURING CO.,
3A, WYNDHAM STREET, HONGKONG,
AND
64 ELGIN ROAD, KOWLOON.

HOLLOWAY'S OINTMENT
Is an unfailing Cure
For Old Wounds, Sores, Piles, Fistulas, Bad Legs, Bad Breasts, AND EVERY FORM OF SKIN DISEASE.
Manufactured only at
78, New Oxford Street, London. Sold by all Medicine Vendors.

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

MOTHER SEIGEL'S CURATIVE SYRUP
Your indigestion means a starved body, a dull brain, shattered nerves, an aching head, first limbs, torturing pains, restless nights, a broken constitution, and premature old age unless you root it out at once with Mother Seigel's Curative Syrup. This great herbal remedy exerts a unique curative and invigorating influence upon the organs of digestion, and has brought health and vigour to countless thousands of half-dreaded dyspeptics. It did all this for Mrs. Jane E. Mulford, and it can do the same for you. She suffered from general debility, weakness, and a pain between the shoulders that seemed to cut her to the heart, caused by indigestion, and found a perfect cure in Mother Seigel's Curative Syrup. Writing from Dubou Street, Rue d'Alger, she says: "If those of my sex who are more passing through the trouble from which I suffered only knew of the relief to be found by taking Mother Seigel's Curative Syrup, how quickly they would buy it. It made me feel like another woman." Such testimony affords conclusive proof that Mother Seigel's Curative Syrup
CURES INDIGESTION.

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM

And widely circulated in Malaya, Coochin China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (30 pp.).
SUBSCRIPTION, DAILY (postage extra), delivered free locally, \$30 a year.
WEEKLY, Post Free, \$20 a year.
ADVERTISING RATES: Per inch (6 lines), \$1.20, one insertion; \$2.80, three times; \$4, a week; \$8, a first month; subsequent months \$4.

A UNIQUE FEATURE of the "Bangkok Times" is its Siamese version. Thus the advertiser is enabled to talk as it were with the Siamese in their own tongue without knowing one word of it, the "Bangkok Times" doing the translations required. Literary communications should be addressed to the Editor. Business communications to the Manager. Cheques and Post Office Orders in favour of MASA-SON, "Bangkok Times".
Orders booked by MANAGER, CHINA MAIL.

Hotels.

NEW VICTORIA HOTEL.
ROTISSERIE,
Made à la Carte.
CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.
Monthly Table at Moderate Rates.
Madar & Farmer,
Proprietors.
Hongkong, May 1, 1899. 1787

HOTEL CRAIGIEBURN.
PLUNKET'S GAR, THE PEAK,
near the TRAM TERMINUS. T. LEPHONE 55.
For Terms,
Apply to the MANAGER. 741

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A First-Class Private Family Hotel.
HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY or MONTH.
Hongkong, December 18, 1900. 2639

Pelham House,
FAMILY HOTEL,
WYNDHAM STREET,
M. MOORE,
Proprietor.
865

THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.
THREE minutes' walk from the Steamer Wharves, and seven minutes by Ferry-landing from the City of Victoria.
A First-Class Hotel, with thirty-five very airy Bedrooms.
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thurston Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.
H. RUTONJEE,
Proprietor.
Hongkong, March 3, 1902. 458

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden. It is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. R. DOWNS,
Proprietors.
Hongkong, September 6, 1901. 860

ADVERTISE
ADVERTISE
ADVERTISE

The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.
The BEST Medium for Advertising is

China Mail.
Read by all Classes in the Colony, and undoubtedly the
POPULAR & LEADING PAPER.
Established over Half-a-Century.

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported as.
Alacrity	despatch-vessel	1700	—	3000	Comdr. Seymour E. Eskino	Shanghai
Albatross	battleship, 1st class	12,950	16	13,500	Comdr. Walter Carey	Shanghai
Albatross	cruiser, 1st class	11,000	10	1400	Comdr. Windham	Singapore
Albatross	cruiser, 2nd class	4300	10	500	Captain J. Sturdivant	Singapore
Albatross	cruiser, 1st class	11,000	10	18,000	Captain H. Cherry	Japan
Albatross	cruiser, 1st class	9000	12	13,000	Captain F. G. Stipford	Hongkong
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Taku
Albatross	gunboat, 1st class	710	6	1300	Captain H. M. Tudor	Foochow
Albatross	cruiser, 1st class	12,000	14	21,000	Captain R. H. S. Stokes	Hongkong
Albatross	water tank and tug	300	—	300	Comdr. Barton	Shanghai
Albatross	cruiser, 2nd class	5600	11	9600	Comdr. J. Graham	Hongkong
Albatross	g-b, 3rd class coast defence	363	3	200	Captain W. A. Carter	Japan
Albatross	torpedo boat destroyer	1070	10	1400	Lieut.-Com. G. O. Hardy	Chemulpo
Albatross	cruiser, 3rd class	369	6	500	Fleet Reserve	Wei-hai-wei
Albatross	gunboat, 2nd class	1580	12	3200	Comdr. J. D. Daintree	Hongkong
Albatross	gunboat, 2nd class	455	4	360	Fleet Reserve	Hongkong
Albatross	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Japan
Albatross	battleship, 1st class	12,950	16	13,500	Captain Lewis Wintz	Shanghai
Albatross	torpedo boat destroyer	275	6	4000	Captain F. G. Stipford	Chemulpo
Albatross	torpedo boat destroyer	275	6	4000	Captain F. G. Stipford	Chemulpo
Albatross	torpedo boat destroyer	1640	—	800	Comdr. J. D. Daintree	Wei-hai-wei
Albatross	cruiser, 2nd class	3000	16	9000	Fleet Reserve	Hongkong
Albatross	torpedo boat destroyer	280	6	3900	Lt.-Comdr. G. B. Powell	Yangtso-Kiang
Albatross	river gunboat	2	130	2	Comdr. C. W. M. Penderleach	Wei-hai-wei
Albatross	gunboat	980	10	1400	Captain W. G. White	Japan
Albatross	battleship, 1st class	12,950	16	13,500	Lt.-Com. C. P. Mansel	Shanghai
Albatross	torpedo boat destroyer	450	6	6300	Comdr. W. H. Nicholson	Hakodate
Albatross	cruiser, 2nd class	1015	6	1400	Capt. Harry G. Reynolds	Vossung
Albatross	torpedo boat destroyer	350	6	7000	Lt.-Com. Morris H. Smyth	Shanghai
Albatross	torpedo boat destroyer	350	6	7000	Com. D. St. A. Wake	Hongkong
Albatross	river gunboat	280	2	240	Comdr. C. A. W. Hamilton	Amoy
Albatross	river gunboat	280	2	240	Lt.-Com. Murray Lockhart	Hongkong
Albatross	river gunboat	280	2	240	Lt.-Com. Murray Lockhart	Tungting Lak
Albatross	gun-vessel, 2nd class	758	2	870	Fleet Reserve	Hongkong
Albatross	torpedo boat destroyer	250	6	6600	Captain F. G. Stipford	Chemulpo
Albatross	cruiser, 2nd class	5000	11	9600	Comdr. Robinson	Hongkong
Albatross	river gunboat	450	2	800	Lt.-Com. R. W. Dalgety	Shanghai
Albatross	torpedo boat destroyer	363	3	200	Lieut. Forbes	Wassung
Albatross	river gunboat	280	2	1400	Lt.-Com. C. Mackenzie, D.S.O.	Wei-hai-wei
Albatross	torpedo boat destroyer	350	6	5900	Fleet Reserve	Hongkong
Albatross	torpedo boat destroyer	2750	4	1500	Lieut.-Com. Hugh Somerville	Hankow
Albatross	river gunboat	150	2	650	Lieut.-Com. Chilcott	Shanghai

* Flag of Vice-Admiral on Captain A. G. Bridge, K.C.E., [Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grenfell, [C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported as.
Maria Theresa	Austrian cruiser	5900	30	10,000	Captain Hans	Shanghai
Albatross	French gunboat	300	—	—	Lieut. A. Delloy	Saigon
Argus	French gunboat	—	—	—	Capt. Crespin	Canton
Aspe	French gunboat	475	3	450	Commander Journet	Saigon
Avachan	French gunboat	—	—	—	—	Canton Rive
Bongai	French gunboat	580	—	—	Lieut. Fille	Hanphong
Rageaud	French gunboat	3000	19	9000	Capt. Lefevre	Shanghai
—	French gunboat	525	—	—	Commander Louel	Hanphong
Cordelle	French gunboat	610	—	—	Commander Lecomte	Shanghai
D'Entrecasteaux	French ship	8114	14	12,500	Captain Fournet	Chefoo
Frank	French cruiser	7730	10	9000	Captain Serris	Wassong
Kersaint	French gunboat	1210	6	3200	Capt. Le Gallier	Saigon
Lion	French gunboat	479	—	—	Capt. Besson	Saigon
Oly	French gunboat	—	—	—	Capt. Hurst	Yangtso
Pascal	French cruiser	3988	14	8500	Captain Louis	Taku
Redoubtable	French cruiser	9437	8	6971	Captain Bonifay	Along Bay
Sey	French gunboat	1800	—	—	Capt. Vincent	Saigon
Surprise	French gunboat	629	2	900	Captain Mornet	Shanghai
Taking	French gunboat	—	—	—	—	Yangtso
Vauban	French cruiser	—	—	—	Captain Blondel	Along Bay
Vigilant	French gunboat	—	—	—	—	Canton
Vipere	French gunboat	400	4	441	Comdr. Villeneuve	Saigon
Bossard	German gunboat	1600	8	2900	Comdr. von Kesswitz	Kiamtschun
Fürst Bismarck	German flagship	11,000	20	14,000	Captain Friedrich	Wassong
Geier	German gunboat	1600	8	—	Capt. Hilbrandt	Shanghai
Hansa	German cruiser	6000	20	10,000	Capt. Paschen	Vladivostok
Hertha	German cruiser	6000	20	10,000	Capt. Derzawski	Shanghai
Hils	German gunboat	1050	10	1300	Lieut.-Commander Shamer	Nagasaki
Jaguar	German gunboat	900	10	1300	Comdr. Berger	Shanghai
Luchs	German gunboat	850	10	—	Comdr. Wahnmann	Chefoo
Schwabe	German gunboat	1120	8	1500	Comdr. Hillbrand	Singapore
Seeadler	German gunboat	1600	8	2500	Capt. Hoffmann	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. von Mittelstadt	Tsinan
Yokura	German gunboat	—	—	—	Comdr. von Weiss	Tungting Lake
Thetis	German gunboat	—	—	—	—	Shanghai
Lombardia	Italian cruiser	2900	10	6843	Captain John Boet	Shanghai
Marco Polo	Italian cruiser	4583	16	10,543	Captain Botti	Nagasaki
Engle	Italian cruiser	2560	10	7000	Captain Anala	Nagasaki
Vesuvio	Italian cruiser	4506	14	6820	Captain Zevi	Shanghai
Diu	Portuguese gunboat	720	—	—	Captain Azevedo	Hongkong
Zaire	Portuguese gunboat	600	—	—	Captain F. J. B. Leol	Hongkong
Admiral Nachimoff	Russian cruiser	9000	18	8,889	Captain Scurraon	Hakodate
Alcor	Russian gunboat	810	6	720	Comdr. Guinter	Vladivostok
Ambr	Russian cruiser	2600	5	4700	Comdr. Gramschilo	Port Arthur
Bob	Russian gunboat	1050	8	1150	Comdr. Zalesky	Newchwang
Gaidamak	Russian gunboat	500	6	3500	Comdr. Yuriev	Port Arthur
Gromostachy	Russian gunboat	1490	6	2000	Comdr. Zagarsky	Shanghai
Gromoboi	Russian battleship	12,384	44	14,800	Captain Josen	Port Arthur
Gulail	Russian gunboat	1000	6	1000	Comdr. Shumoff	Port Arthur
Korotetz	Russian gunboat	1213	7	1500	Comdr. Novakovsky	Shanghai
Manjevar	Russian gunboat	1224	7	1400	Comdr. Muraviev	Vladivostok
Orlov	Russian gunboat	1490	6	2000	Comdr. Vasiliev	Port Arthur
Persviet	Russian battleship	12,074	25	14,300	Captain Koroleff	Nagasaki
Petrogradskovsk	Russian battleship	10,960	16	10,670	Captain Jakovlev	Port Arthur
Poltava	Russian battleship	10,960	16	10,670	Captain Oseroff	Port Arthur
Rasbrynich	Russian cruiser	1334	10	1786	Comdr. Kurnavsky	Port Arthur
Rurik	Russian protected cruiser	12,300	32	17,000	Captain Serebrennikov	Vladivostok
Serastopol	Russian protected cruiser	10,922	24	19,250	Capt. Matusevich	Yokohama
Silach	Russian battleship	10,960	16	10,670	Captain Flodostoff	Port Arthur
Sivoch	Russian gunboat	950	2	1125	Lieut.-Comdr. Ivanoff	Port Arthur
Varyuz	Russian gunboat	1050	8	1120	Comdr. Ginter	Port Arthur
Vasilik	Russian gunboat	6500	27	20,000	Capt. Bahr	Port Arthur
Zabika	Russian cruiser	600	9	3900	Comdr. Zagoriansky-Kissel	Port Arthur
—	Russian cruiser	1230	—	—	Comdr. Abramoff	Port Arthur
Annapolis	U. S. gunboat	1000	10	1277	Comdr. Karl Rohrer	Manila
Don Juan de Austria	U. S. gunboat	1150	8	1600	Comdr. C. G. Bowman	Manila
Felic	U. S. gunboat	1300	—	—	Lieut.-Comdr. J. M. Holm	Manila
General Alava	U. S. gunboat	1300	—	—	Lieut.-Comdr. W. P. Halsay	Manila
Helena	U. S. gunboat	1352	8	1888	Comdr. R. R. Ingalls	Shanghai
Isla de Cuba	U. S. gunboat	1030	8	2200	Comdr. W. J. Maxwell	Manila
Isla de Luzon	U. S. gunboat	1030	8	2200	Comdr. J. K. Cogswell	Manila
Kentucky	U. S. flagship	11,500	41	10,000	Captain C. H. Stockton	Kobe
Manila	U. S. gunboat	1900	2	750	Comdr. T. H. Stevens	Manila
Monsieud	U. S. monitor	3950	6	3000	Comdr. F. M. Wise	Hongkong
Moscow	U. S. gunboat	1370	6	850	Comdr. Drako	Taku
Monterey	U. S. monitor	4084	4	5244	Lieut.-Comdr. Sperry	Shanghai
New Orleans	U. S. cruiser	4140	—	—	Lieut.-Comdr. Sperry	Nagasaki
New York	U. S. flagship	8200	24	17,400	Captain M. R. S. Mackenzie	Amoy
Princeton	U. S. gunboat	1800	6	800	Comdr. J. P. Selfridge	Manila
Vicksburg	U. S. cruiser	1000	10	1118	Comdr. E. S. Barry	Manila
Winnington	U. S. gunboat	1397	8	1894	Comdr. E. S. Barry	Shanghai
—	U. S. gunboat	1710	6	1801	Comdr. W. Swift	—

TELEPHONE NO. 226.
ABLE ADDRESS: 'ACHEE' HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.
ACHEE & CO

17a Queen's Road.

**Furniture
Dealers.**

DRAWING-ROOM.
DINING-ROOM.
and BEDROOM
FURNITURE.

ELECTRO-PLATED.
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES.
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,
LIMITED.

28 & 34, Queen's Road

**General
Drapers
and
Outfitters**

Just Received
New Stock of Children and
Net Ruffles in all the
Latest Shapes.

'Ping Pong.'
Complete sets, ranging
in Price from \$1 to
\$15.

DRESSMAKING
A SPECIALITY.
All cutting executed by
an experienced
Dressmaker.

**NEW MILLINERY,
NEW WASHING
SILKS,
NEW SUMMER
DRESS GOODS.**

Telephone No. 155.

**SEASONABLE
WINES.**

per Dozen.
LIGHT HOCKS \$ 6.50 to \$19.00
WHITE WINES..... 8.00 " 13.00
CLARETS..... 4.50 " 13.00
ST. LEON TONIC
WINE..... 21.00
BURGUNDIES 14.00 " 30.00

H. PRICE & CO.,
12, Queen's Road.

MEMOS. FOR TO-MORROW.
Meeting.
Transfer Books of the Douglas Steam-
ship Co., Ltd., closed from this date to
the 27th September, inclusive.
Miscellaneous.
4 p.m. - Aquatic Sports.

General Memoranda.

Monday, September 15.
11.30 p.m. - Meeting of Shareholders of
The Hongkong Cotton Spinning
Weaving and Dyeing Co., Ltd., at
Messrs. Jardine, Matheson & Co.'s
Office.
New. - Tenders for Cupboards: received
by Naval Store Officer, close
Goods per *Osaka* unclaimed after Noon
on this date subject to rent and hand-
ling charges.

Tuesday, September 16.
9 p.m. - Meeting of Perseverance Lodge.
Thursday, September 18.
Goods per *Siam* unclaimed after this
date subject to rent.

Friday, September 19.
Noon. - Meeting of Shareholders of The
Douglas Steamship Co., Ltd., at the
Company's Office.

CAUTION.
The undersigned and his associates have
been informed that a certain person
has been in the habit of passing off
counterfeit goods as being of the
highest quality. It is requested that
the public should be on their guard
against such frauds. For sale by M. J. Watson & Co., Ltd., General Agents.

**A. S. WATSON & CO.,
LIMITED.**
Established A.D. 1841.

WINE & SPIRIT MERCHANTS.
WATSON'S
Celebrated
BLEND
VERY OLD LIQUEUR
SCOTCH WHISKY.

Our Celebrated 'E' Liqueur SCOTCH
WHISKY is a Blend of the Finest
WHISKIES distilled in SCOTLAND
Specially selected. It is of great age.
Very fine and Mellow.
Its superior quality has established
its reputation as the LEADING
SCOTCH WHISKY IN THE EAST.

Per Dozen \$15.00.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

BIRTHS.
At Bangkok, on the 20th August, the
wife of Mr. D. M. HONNE, of a Daughter.
On 8th Sept., at 1a, Nanjing Road,
Shanghai, the wife of Major O'BRIEN,
14th Sikhs, of a Son.

MARRIAGE.
At Trinity Cathedral, Shanghai, on the
6th September, by the Rev. C. J. F. Synnott,
WILLIAM THOMSON, marine superintendent,
Indo-China Steam Navigation Com-
pany, to ALICE ANN ARTHURSON, widow of
the late Captain James Price, and youngest
daughter of the late J. W. Ord, marine
surveyor, Amoy.

DEATHS.
On the 10th September, at Balmahay
Avenue, Partick, Glasgow, DAVID R.
CRAWFORD (late of Messrs. Lane, Crawford
& Co., Hongkong). By cable.
At Chefoo, on the 1st September,
Madame R. PEREZ, nee Jaffray.

The publication of this issue commenced
at 5.40 p.m.

The China Mail.

HONGKONG, FRIDAY, SEPTEMBER 12, 1902.

SHANGHAI exchanged to hand by the P.
and O. mail steamer *Paranatta* to-day
contain the full text of the new Com-
mercial Treaty signed by the British and
the Chinese Commissioners at Shanghai
on the 5th inst. We believe that down
to the present date no official communi-
cation regarding the provisions of the
Treaty was made to the Hongkong
General Chamber of Commerce or to the
Hongkong Branch of the China Associa-
tion, so that it cannot be said that the
members of either of these organizations
approve or disapprove of the main pro-
visions of the new Treaty, but it will
be seen from the Special Telegram from
our Shanghai Correspondent, which we
publish in this issue, that the Shanghai
commercial men, who have had time to
read and digest the Treaty, are less
favourable to it than was at first the
case. Not only that, but the people in
London interested in the China trade
are dubious of the value of the Treaty.
Shanghai opinion seems to be that
although the Treaty may be of use
in the long run, it is, in the interim,
they consider it so is not yet ex-
plained, but as the value of the
Treaty depends upon its fulfilment
by the Chinese officials we may
assume that Shanghai opinion, like
that already expressed in Hongkong,
is influenced by foreign experience of
Chinese officials in the past and recent
action of these officials at the
Ports. The treatment of the opium
trade at Swatow and Canton does not
inspire confidence in the Chinese officials,
and the apparent determination of the
provincial officials in Kwangtung to
impose destination taxes upon goods
sent up country under transit pass is a
violation of the spirit of the old as well
as the new Treaty.

We observe that the *Chinese of
Harbin*, in a recent article in the
new Treaty under discussion, persists in
the statement that it confers special
privileges upon British commerce to the
detriment of the commerce of other
foreign traders in China. This is so ob-
viously false that it is scarcely necessary
to give the lie to our French contemporary.
British merchants do not ask for
any special commercial privileges in
China. All they ask for is fair treatment,
and the object of the new Treaty is rather
to free the foreign trade in its entirety,
irrespective of the country of origin,
from the illegal exactions and local
delays which it is subjected to at the
present day by petty provincial officials.
Incidentally, it seeks to place the native
transit trade on a better footing, and if
carried out in its true spirit we have
not the slightest doubt that the ultimate
gain to China as a nation and to the
people of the country would be incalcul-
able. French writers may see ulterior
political aims in the Treaty, but that is
not surprising. British policy in China
in recent years has been directed to
preserve the integrity of China coin-
cident with a desire to enable her to place
her financial arrangements upon a satis-
factory basis. The 'open door' and
equal opportunity for all have been
the watchwords of British merchants
and British politicians alike. We are
willing, at all times and anywhere, to
meet the French or any other foreign
competitors on equal terms; and if,
under these conditions, British mer-
chants and manufacturers are not able
to hold their own then they deserve
to go down before their com-
petitors. It may not suit French
politicians of the expansionist school
that China should be placed in a
state that will not justify terri-
torial aggrandisement; but the
British people cannot help that. It is
a fundamental difference of aim which

can never be reconciled. With the full
text of the Treaty before them, our
French friends will be better able to
judge the British policy in China, and
unless they are hopelessly incapable of
reading the document fairly, with-
out reading into it their own pre-
judices, then they will see that we
seek no advantages in China that the
French cannot share in if they have the
desire or ability to do so.

The *Shanghai Mercury* publishes a
translation of an able article on the
Treaty by *Der Ostasiatische Lloyd*. In
that article an attempt is made to dis-
cuss the Treaty on broad lines. Our
German contemporary says:—'There are
two particular points at which objection
is taken, firstly the ten per cent duty
on all products manufactured by foreign
machinery in China, including the
twenty ports, and again, the increas-
ed duty on foreign goods used by
foreigners in the treaty ports; and
it goes on to point out that the dis-
satisfaction is not confined to the British
communities only but exists in Japan
and among foreign merchants generally
throughout the East. Our contemporary
goes on to say, and with this quotation
we leave the subject to the considera-
tion of our readers:—
The principal question for us appears to be
the same as before: what guarantees have
Great Britain obtained that the limit will
actually be established and not in one form
or another evaded? We have repeatedly
pointed out the risk of a possibility of intro-
ducing a strict control in this respect, as
long as no railways traverse the country.
But when, at some future day, the country
has been actually opened up with the aid of
railways, then the limit will disappear. We
will not today touch upon the question
whether it had not been advisable to
delay the question of the abolition of
limit until then, instead of requiring the
abolition of the present limit as a pre-
condition to the signature of the Treaty.
The Chinese under new weights
and measures, to day at the eleventh hour.
The advantages of the abolition of limit
are, however, considered so great that in
order to gain them, commercial circles
were ready to do some considerable
work. It may here again be pointed out
that the fact, given reason for the many
complaints, that the Chinese will be
evenly divided and consequently exposed
to decay, and to retardation, etc. As
far as can be seen from what is known of
Mackay's Treaty, Great Britain in this
matter will fully comply in the word with
the wishes of the Chinese. But in spite of
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VICTORIA RECREATION CLUB.

Aquatic Sports, 1902.

President—Hon. Excellency Sir Henry A. Blake, G.C.M.G.
 Chairman—Hon. P. H. May, C.M.G.
 Committee—Mr. W. Armstrong, Mr. Geo. A. Caldwell, Mr. W. A. Crane, Mr. A. Denison, Mr. W. S. Bailey, Mr. E. M. Hazell, Mr. H. W. R. Kennett, Mr. M. McIvor, Mr. T. H. Reid.
 Hon. Treasurer—Mr. R. H. Mitchell.
 Hon. Secretary—Mr. Frank W. White.
 Judges—Mr. W. A. Crane and Mr. E. M. Hazell.
 Referee—Mr. R. H. Mitchell.
 Starter—Mr. H. W. B. Kennett.
 Handicappers—Mr. M. McIvor and Mr. M. A. Souza.
 Official Timekeeper—Mr. W. Orchar.

THURSDAY, September 11.

The annual aquatic sports of the Victoria Recreation Club commenced yesterday afternoon at the Club enclosure at Kowloon. There was a large attendance of spectators, and, on the whole, the various events were keenly contested. This year, a number of the more prominent members of the Club are absent with the Coronation Contingent, with the result that several new names have come to the front. Not knowing the capabilities of some of the newcomers, the handicappers had a more difficult task to perform than in former years, and it was not surprising, therefore, to find some of the outside markers getting away rather easily. This was especially the case in the 'Two Lengths Handicap' where the first man to go in each of the three heats came in first; but it says a great deal for the handicapping that the second place in two heats was won by the seventh man and in the third heat by a man who has only 2 seconds from scratch. The programme of the three days' sport opened with the Half-mile Championship of the Colony. For this race, a flagged buoy was moored out in the Harbour opposite the Clubhouse, and the competitors had to circumnavigate the buoy. Unfortunately, the setting sun cast a nasty glare off the water, making it difficult for the swimmers to keep a straight course and for the spectators to follow their progress. To complicate matters a junk blundered ponderously across the track, interfering with a few of the competitors. Eventually, N. H. Alves and A. V. Barros, who had been keeping close together, drew away from the others, and Alves, who did well in this race last year, coming second to his brother A. A. Alves (one of the Contingent), came out strong at the finish and won a hard race. The time this year was 19 mins. 14 secs. as compared with 15 mins. 26 secs. last year; but it is impossible to say that the distance on each occasion was the same. The four lengths race for soldiers, sailors and police brought out five competitors, and the race, after a close contest for three and a half lengths between Gregory (R.N.F.) and Baker (R.A.M.C.), was won by the latter, who had a nice easy action, and should stand a good chance in the open championships.

The reports are continued today and also on Saturday (Ladies' Day) when the prizes will be presented. There will be a military band in attendance on Saturday.

The following are the results:—

1.—HALF MILE CHAMPIONSHIP OF THE COLONY. Open to All-Comers. 1st Prize presented by H. E. Major-General Sir W. Gascoigne, K.C.M.G. 2nd Prize presented by Messrs. H. Price and Co. (12 competitors).
 N. H. Alves..... 1
 A. V. Barros..... 2
 This race has been described above. N. H. Alves showed that he has the grit and pluck of his brothers, and won handily. Time—19 mins. 14 secs.

2.—VETERANS' RACE. Two Lengths (Handicap). Open to competitors over 20 years of age. 1st Prize presented by Commodore Robinson, R.N. 2nd Prize presented. (4 competitors).
 M. McIvor..... 1
 M. A. Razack, scratch..... 2
 A. M. Roza Pereira, 15 secs..... 3
 In the unfortunate absence, through sickness, of the Hon. Secretary, Mr. F. W. White, M. A. Razack went in as a scratch man to make a race. McIvor, who has competed in this race for two or three years, scored a very popular win. Not only did he win in a very good style, but he tried towards the end of the second length and just managed to win in 70 seconds. Razack, we believe, passes on the second prize to A. M. Roza Pereira, a real veteran with any amount of pluck, who won the first prize last year.

3.—PRIZES.—1st Prize presented by R. H. D. Mitchell, Esq. 2nd Prize presented. (12 competitors).
 M. A. Razack, 50 ft..... 1
 A. Humphreys, 47 ft..... 2
 A. M. Souza, 46 ft. 11 in..... 3
 This appeared to be a tight win by Humphreys until Razack made the last plunge. Going in next, he continued to make headway, and won with a big margin to spare. A. Humphreys won last year with 55 ft. 6 in.

4.—FOUR LENGTHS (Handicap). Two Prizes. 1st Prize presented by J. R. M. Smith, Esq. 2nd Prize presented. Two heats; first and second in each heat to swim in the final. (16 competitors).

FIRST HEAT.
 C. M. S. Alves, 12 secs..... 1
 A. Humphreys, scratch..... 2
 P. D. Bala, 14 secs..... 3
 In a way, this was a surprising race. Before the scratch man got away, some of the handicapped men were a length ahead. In the last length, Bain was leading halfway down, and looked a winner all over. But Alves came out with a fine start, and soon placed the result out of doubt. Humphreys also started very gamely when his chances appeared about even, and just managed to qualify for the final by touching before Bain. Time—1 min. 59.5 secs.

5.—FOUR LENGTHS (Army, Navy, and Police). Post entries allowed, non-members. Two Prizes. (6 competitors).
 Lance-Corporal A. Baker, R.A.M.C. 1.
 Handicapper Gregory, R.N.F. 2.
 This was a stiff race between Gregory and Monk, of the Posters, and Baker of the Medical Corps. Baker, who swims in a very graceful style, had always something to spare, however, and won in 1 min. 43.5 secs.

LONDON LETTER.

(From Our Own Correspondent.)

LONDON, August 8.

Three weeks ago, when the King was carried out of Buckingham Palace with every possible precaution against noise or disturbance in his helpless condition, it would have been bold to prophesy the scene on Wednesday afternoon when he came back to London alert, buoyant, and, as I am assured, better and stronger than at any time during the last twenty years. King Leopold of Belgium said that King Edward is ten years younger since his illness. It was almost worth while to have passed through the ordeal of the last week in June and the first week in July for the magnificent proof it has given to the world of the loyal affection of his people and the heroism of His Majesty. The ceremony of tomorrow will be shorn of much of its splendor and considerably curtailed, but even in that the disadvantages are outweighed by the additional emphasis that will be thus given to the religious part of it. There will now be more piety than pageantry, less parading of princes and princelings and a greater concentration of attention on the real meaning of the ceremony as the forging of another link in the chain that has bound together crown and people for a thousand years.

To-morrow is the sixth Bank Holiday this year, and it is to be hoped that the clerk of the weather will relent and give us a fine one. So far, we have not had more than five decently warm and sunny days, and they have not been holidays. One does not like to talk of the weather, but there has been so much of it that it demands a reference. Show in May, chilly and wet in June, muggy in July, and so far cool and wet even in August. It is growing monotonous. It suggests the iterations of some old nursery rhyme:—In April, I rain it will; In June, Same old tune; In July, Never dry; In August, Many a raw gust, etc. 1901 was a bad year everywhere politically, and over the whole world 1902 seems to be a bad one with the forces of nature and the powers of the air. We have had earthquakes, eruptions, storms, the collapse of the Campanile and other disasters, of such a natural origin. Plague, pestilence and famine are still in evidence, but we may be glad we have seen the last of battle, murder, and sudden death.

Mr. Walton, one of the very few members of parliament who know anything (beyond the limits of a penny geography) on the subject of China, was to the fore on Wednesday afternoon with eight questions and a grievance. Compressed a little for conciseness, they were as follows:—

1. Any you going to see that Russia restores Nishang?
 2. Will you make Russia restore lands grabbed at Tientsin?
 3. Can you get a 'most-favoured-nation' clause for railway construction?
 4. Also for railway rates?
 5. What can be done to open the waterways?
 6. Are Russia, France and Germany to have post offices in China?
 7. How can you abolish linen from the provinces cannot afford to lose it?
 8. Is there a chance of an evacuation of Shanghai by foreign troops?

The grievance referred to a conflict of English and French consular jurisdiction in Shanghai and an illegal arrest on the French Consul's warrant.

Lord Cranborne's reply was truly Cecilian. Summarised in like manner, it might run:—

1. Russia is going to clear out in three successive periods of six months each.
 2. Not answered.
 3, 4, 5, 6, 7. These belong to future policy and no pronouncement can be made at present.
 8. We shall clear out when the others do.

As for the grievance, 'Negotiations are proceeding.'
 On the linen question, Lord Cranborne recognises three difficulties in the way of Sir James Mackay's plan. 1. There is no practical redress in case of China's default. 2. It protects Chinese industry against ours unless there be an excise to counterbalance the duty. 3. China would lose more than she would get. For the rest we are not much worse off commercially in China than we were in 1898. Matters would be considered. The subject then dropped in view of the far more important question, whether or not Parliament would be able to begin its holiday before next Tuesday (St. Grouse's Day).

The official correspondence on the Rhodesian Labour Question has been published as a Blue Book, price 1s. 2d., and I never saw a drearier fourteen pennorth of useless information. Reading between the lines, we see a glimmering of the reasons why Exeter Hall has become a word of alternate terror and derision in colonies where there is a preponderance of subject races.

Our people want to make the nigger work, and Exeter Hall says you must not force him. Exeter Hall knows very little of many of the questions it is loudest upon, but it can make and unmake governments, and thus give the dominant race in a colony an awkward time between active pressure from above and passive resistance from beneath. There was once a priggish young princess who told her council, 'My lords, I have been taught to recognise what is right, but I have never learned to look on what is expedient.' And Exeter Hall has the same view. It sees what it calls a principle; then it shuts its eyes, lowers its head, and goes for the principle with the discretion and dispassionate calmness of a charging bull. South Africa has three million able-bodied natives, and yet has to import labour, because Exeter Hall is afraid that inducing the native to work would mean slavery. This escape will probably come by taxing the Kallars till they have to work to pay their taxes, but even then, there must be no compulsion to pay the taxes or that will rouse the Aborigines Protection Society and all the rest of the May Meeters.

THE NEW ANGLO-CHINESE TREATY.

The *Mercantile* of the 6th inst. says:—The Commercial Treaty, between Great Britain and China, the negotiation of which was provided for by the Peace Protocol, was at last signed yesterday evening between nine and ten o'clock by Sir James Mackay, Special Commissioner on behalf of H.M. King Edward VII. and Lu Hsiang-shan, President of the Board of Public Works, and Sheng Hai-huan, Junior Guardian of the Fleet Apparent, etc., on behalf of H.M. King Hsin, Emperor of China, at the office of the Treaty Commissioners, next door to the Bureau of Foreign Affairs, Bubbling Well Road.

Later yesterday afternoon Sir James Mackay received a cable from the British Foreign Office empowering him to sign this document. Being feeling that duty might bring further obstacles, the British Commissioner immediately arranged for a formal meeting with the Chinese Commissioners for 9 o'clock the same evening. There were present, for the British side, Sir James Mackay, Special Commissioner, and Messrs. R. E. Bredon, A. E. Hipsley and F. M. Taylor, Attaches Yang Chow and Shanghai and Magistrate Weng and on behalf of the British Government Sir James Mackay, Special Commissioner, Messrs. C. J. Dudgeon and J. W. Jamieson, Commissioners, and Messrs. C. S. Rogers and W. H. Clark, Secretaries to the Commissioners. The several drafts of the Treaty, together with annexes A, B, and C, having been compared, the three Commissioners, Sir James Mackay, Sheng Hai-huan, and Lu Hsiang-shan, signed their signatures to the Treaty, and the result of months of hard and careful negotiations and conferences was accomplished.

At the conclusion of these duties, Sheng Hai-huan, in short speech, prophesied the result of the Treaty, and that of Sir James Mackay his name would long be remembered as one who had done much to bring about a new epoch in the relations between China and the western nations. He further took occasion to express on his own behalf and that of his associates, the high personal esteem which the Commissioner had established by his uniform courtesy and consideration throughout the many conferences, during which on many occasions there had been clashes of opinion which had, however, been happily arranged.

Sir James Mackay, in reply, expressed his satisfaction at the happy conclusion of these duties, and his high regard for the Commissioners with whom he had been working. He said when he undertook the task he had no idea it would have been so much time. But looking back now he was that having to do with so much ground and overcome such fundamental differences, it had been done so quickly. He concluded that he would take away many pleasant memories from his sojourn in China, the greatest of which would be the memory of the country, and he hoped the friendship of Messrs. Lu and Sheng.

Mr. John Barrett, Special Commissioner for the St. Louis Exposition, left to-day by the steamer *Haitan* for Swatow, Amoy and Foochow. At Swatow and Amoy, he will see the Chinese Customs Commissioners and the leading local officials, and at Foochow the Viceroys of Fokien. Mr. Barrett then goes on to Shanghai to confer again with the Sheng Hai-huan regarding the provincial exhibits for the great Exposition, and will return to Hongkong by the new Pacific liner *Korea*. By that time he will have formed his plans for the remainder of his Eastern tour. In all probability he will visit Indo-China, Siam, the Straits Settlements, India and Ceylon before going on to Australia.

'For the Blood is the Life.'—If the blood is laden with impurities it spreads disease as it circulates through the organs of the human body—Lungs, Heart, Stomach, Kidneys, Brain, etc. The blood is the life of the body, and it is essential to its health. It is the blood that carries the life-giving force to every part of the body. If the blood is impure, the body is diseased. The blood is the life of the body, and it is essential to its health. It is the blood that carries the life-giving force to every part of the body. If the blood is impure, the body is diseased. The blood is the life of the body, and it is essential to its health. It is the blood that carries the life-giving force to every part of the body. If the blood is impure, the body is diseased.

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned have received instructions from A. E. MALHE, Esq., to Sell by Public Auction,

on **WEDNESDAY**, the 17th inst., at 3 p.m., at No. 28, Gage Street,

THE WHOLE OF HIS HOUSEHOLD AND OFFICE FURNITURE.

Catalogues will be issued. Terms—As usual. HUGHES & HUGH, Auctioneers. Hongkong, September 12, 1902. 1875

LODGE ST. JOHN. No. 618, S.A.

A REGULAR MEETING of the above LODGE will be held in the Freemasons' Hall, Zetland Street, on **THURSDAY EVENING**, the 12th inst., at 8.00 for 8.30 p.m., precisely. Visiting Brethren are cordially invited to attend. Hongkong, September 12, 1902. 1854

HONGKONG RIFLE ASSOCIATION. THE COMPETITION on SATURDAY, the 13th inst., will be for SHOOTING (INTERPORT PRACTICE) commencing at 2.30 p.m. Ranges 200, 500 and 600 yards. 7 shots and a sighter at each Range.

MOWBRAY S. NORTHCOLE, Hon. Secretary. Hongkong, September 12, 1902. 1870

THE HONGKONG DAIRY

THE Hongkong Dairy, having received an augmentation in their Milk supply they are prepared to accept new customers. All Milk is now bottled on their Case-way Day premises, in a well appointed Dairy under constant supervision; therefore, absolutely pure. Milk or Cream delivered twice daily or as otherwise ordered to any part of Hongkong or Kowloon in sealed bottles.

For Hongkong Dairy, G. W. GREGG, Manager. Hongkong, September 12, 1902. 1871

In the Matter of ORDINANCE No. 2 of 1902.

And In the Matter of the PETITION of JOHN SINGLAIR, of No. 15, Blissett Road, Blenheim, near Sydney, in the State of New South Wales, and Commonwealth of Australia, Marine Engineer, for the exclusive use within the Colony of Hongkong of an Invention for the Production of Compressed Fuel for Turbines.

NOTICE is hereby given that the Petition, Specification and Declaration required by the above-cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said JOHN SINGLAIR to apply to the said Colonial Secretary for a License to use within the said Colony of Hongkong of the said Invention.

And Notice is hereby also given that a Sitting of the Executive Council, before whom the matter of the said Petition will come for decision, will be held in the Council Chamber, at the Government Offices, Victoria, Hongkong, on Monday, the 22nd day of September, 1902.

Dated the 5th day of September, 1902. STEPHENS & THOMSON, Solicitors for the Applicant.

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WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—

On the 12th at 11.35 a.m. Pressure apparently continues low in the Pacific to the N.E. of Luzon, and is highest between the E. coast of China and W. Japan.

The barometer has fallen slightly along the China coast. Gradients slight with light variable winds along the China coast. An moderate E.N. winds over the N. part of the China Sea. Forecast: light variable winds; fine.

To-day's Advertisements

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP *GLENOCLE*. FROM YACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever. DODWELL & CO., LTD., Agents. Hongkong, September 12, 1902. 1874

Intimations.

A. G. GORDON, M.L.A., M.L. MECH. E., MEMBER INSTITUTION OF ENGINEERS AND SURVEYORS OF SCOTLAND, CONSULTING MARINE ENGINEER, AND NAVAL ARCHITECT, Damago, Collision and Wreck Surveyor. 14 Des Voeux Road, Central. Telegrams: 'PESINDO.' 2244

MINERAL ASSAYS & ANALYSES.

THE YANOSSE VALLEY COMPANY, LTD., having its own well-equipped Laboratory, is prepared, in order to assist in the Mineral Development of China, to assay work of all descriptions. Quantitative Analyses, and to classify minerals for Mine owners and others. Mines as well as Minerals of Economic value purchased and consultations arranged by appointment. Address:—THE LABORATORY, 49, Soochuen Road. Cable Address, 'YANOSSE,' Shanghai. 5th October, 1901. 1726

YUEN KEE & CO.

COAL MERCHANTS, No. 17, CHIU LOONG STREET, (NEAR MESSRS. LANE, CRAWFORD & CO. HONG KONG, CHINA. Hongkong, June 13, 1902. 1254

C. E. WARREN & CO.

BUILDING CONTRACTORS, No. 30, DES VOEUX ROAD CENTRAL.

ALL KINDS OF SANITARY APPLIANCES AND DRAINAGE ACCESSORIES supplied and fixed.

AGENTS FOR MOSAIC TILES. Hongkong, June 1, 1902. 748

TSANG FOO & CO.

興榮三 SAM WING HING, COAL MERCHANTS, No. 48, Des Voeux Road, Central. Hongkong, September 21, 1901. 1968

E. C. WILKS & CO.

M. R. E. C. WILKS, late of Kowloon Docks, has established himself, under the above title, as CONSULTING ENGINEER AND MARINE SURVEYOR. Estimates for all classes of Engineering and Ship Work.

9 QUEEN'S ROAD CENTRAL. Hongkong, November 1, 1901. 2921

'THE REVENUE OF CHINA.'

A SERIES OF ARTICLES, Reprinted from 'The China Mail.' WITH AN APPENDIX. To be had at the OFFICE of THIS PAPER, Messrs. KELLY & WALSH, LTD., AND MESSRS. W. BREWER & CO. Price 6d. 60 Cents.

THE TRI-METRICAL CLASSIC.

Translated from the Chinese by E. J. EYRE, Ph.D. To be had—Price 20 Cents each—from the 'CHINA MAIL' Office, 5 Wyndham Street.

Temperature.

HONGKONG, September 12, 1902. BAROMETER—9 A.M. 29.89 Do. 1 P.M. 29.83 Do. 4 P.M. 29.81 THERMOMETER—9 A.M. 88 Do. 1 P.M. 86 Do. 4 P.M. 86 Do. (Wet bulb) 9 A.M. 76 Do. 1 P.M. 76 Do. 4 P.M. 76 Do. Maximum 81 Do. Minimum 80

Remarks:—The above temperature was taken at the Observatory. The wind was light and variable. The sky was clear. The sea was calm.

FOR SPRAINS, SWELLINGS AND LAMENESS.

THERE is no better liniment than Chamberlain's Pain Balm. Thousands can testify to the merit of this remedy. One application gives relief. Try it. For sale by All Dealers; WATKINS Ltd., General Agents.

5 WYNDHAM STREET HONGKONG.

ROBINSON PIANO CO., LTD.

Piano Manufacturers

and the only legitimate IMPORTERS DEVOTED EXCLUSIVELY to the PIANO AND MUSICAL INSTRUMENT TRADE.

The "Apollo" PIANIST, The Master Piano Player

Is the really perfect PIANO PLAYER, and has now been

TESTED 3 YEARS WITHOUT A FAILURE at the Peak, in Singapore, Borneo, &c., &c., the worst climates in the world for such instruments. It transcends in any key, plays any Music, but leaves the whole expression under the control of the player.

Price, .. \$500. CASH OR MONTHLY PAYMENTS.

BECHSTEIN ROYAL PIANOS

Of world wide reputation, As the FINEST PIANOS MADE.

Our Own Make OF Pianos

are better liked and more popular than ever. They are in use in the American and Manila lines, and in some hundreds of houses all over the Far East from Peking to Peking.

Prices. \$280, \$350, \$430, \$475 and \$500.

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PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Königsberg*, Capt. Mayer, 17th September, 1902. Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Bombay*, Capt. Krichner, 24th September, 1902. Freight.

FOR BREMEN, HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Freiburg*, Capt. Prosch, 8th October, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

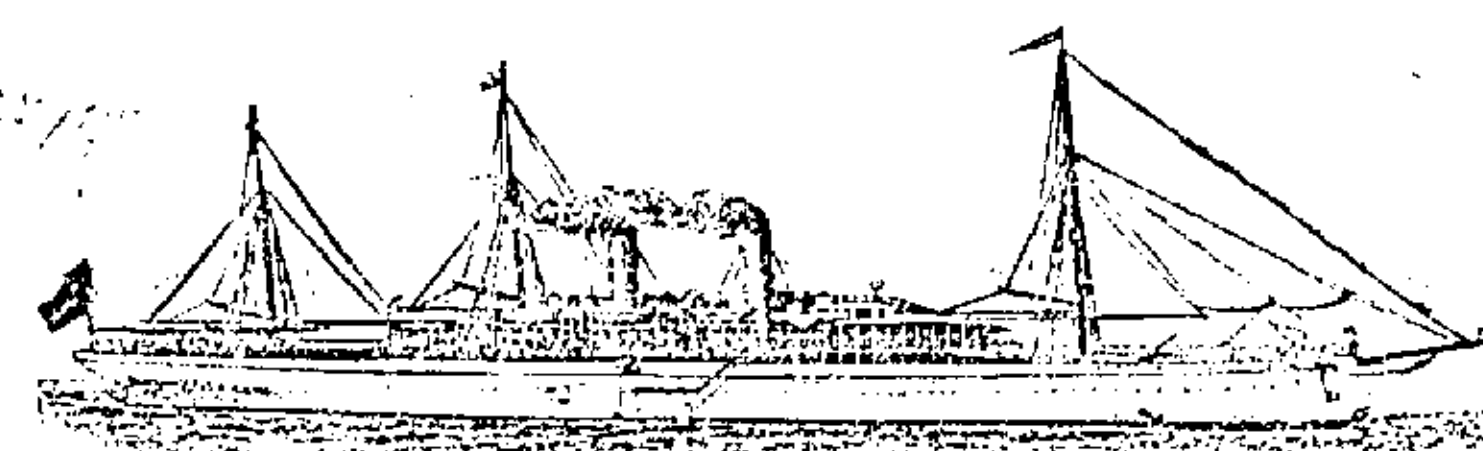
S.S. *Silva*, Capt. Behrens, 22nd October, 1902. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

Queen's Building, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.(Quitting SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.Twin Screw steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M.S. *EMPEROR OF JAPAN*, Comdr. H. Pyper, R.N.R., WEDNESDAY, Sept. 24.
R.M.S. *ATHENIAN*, Comdr. H. Mowatt, R.N.R., WEDNESDAY, Oct. 8.
R.M.S. *EMPEROR OF CHINA*, Comdr. R. Archibald, R.N.R., WEDNESDAY, Oct. 22.
R.M.S. *EMPEROR OF INDIA*, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, Nov. 19.
R.M.S. *TARTAR*, Comdr. E. Britham, R.N.R., WEDNESDAY, Dec. 3.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route enhance its PALATIAL STEAMSHIPS, second to none in the world, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

Special Extra Service.

The Company's Extra Steamships *ATHENIAN* and *TARTAR* have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.In addition to the excellent First Saloon Passenger accommodation, the *ATHENIAN* takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and the *TARTAR* takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, 1112 PEDDER STREET.

Hongkong, September 11, 1902.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KORE AND YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. Tons. Captain. Hongkong.

INDRANAMHA R. P. Craven September 13, 1902

INDRAVELLI W. E. Craven October 14, 1902

INDRAPURA A. E. Hollingsworth November 14, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 5th September, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

HAKATA MARU, F. L. Somier, { MARSEILLES, LONDON, and ANTIWERP, via Singapore, Penang, Colombo and Port Said. SATURDAY, 20th Sept., at Daylight

KINSHU MARU, F. L. Pyne, { VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KORE and YOKOHAMA. MONDAY, 22nd Sept., at 4 p.m.

IDZUMI MARU, F. W. Horton, { KORE. THURSDAY, 25th Sept., at Noon.

YAWATA MARU, A. E. Moses, { NAGASAKI, KORE AND YOKOHAMA. FRIDAY, 26th Sept., at Noon.

HITACHI MARU, J. Campbell, { KORE AND YOKOHAMA. FRIDAY, 26th Sept., at Daylight.

KUMANO MARU, E. W. Haswell, { SYDNEY and MELBOURNE, via THURSDAY TOWNS, VILK and BRISBANE. SATURDAY, 4th October, at Noon.

AWA MARU, N. Trenst, { MARSEILLES, LONDON and ANTIWERP, via Singapore, Penang, Colombo and Port Said. SATURDAY, 4th Oct., at Daylight.

SHINANO MARU, W. H. Cox, { VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KORE and YOKOHAMA. MONDAY, 6th Oct., at 4 p.m.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Canton Road.

A. S. Mihara Manager.

Hongkong, September 12, 1902.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED.

OUTWARDS.

FROM GLASGOW AND LIVERPOOL. STEAMERS. DUE. 25th September. 1st October. 10th October. 16th October. 24th October. 30th October.

HOMEWARDS.

FOR LIVERPOOL DIRECT. (Taking Cargo at London Rates.) STEAMERS. TO SAIL. 15th September. 16th September. 30th September. 14th October. 28th October. 11th November. 25th November.

Hongkong, September 12, 1902. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

OUTWARDS.

FROM GLASGOW AND LIVERPOOL. STEAMERS. DUE. 18th September. 2nd October.

TRANS-PACIFIC SERVICE.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KORE AND YOKOHAMA.

For Freight, apply to

BUTTERFIELD & SWIRE,

Hongkong, September 8, 1902.

CHINA NAVIGATION CO., LD.

FOR SHANGHAI. STEAMER. TO SAIL. 13th September. 13th September.

NINGPOO AND SHANGHAI. (Taking Cargo at London Rates.) STEAMERS. TO SAIL. 13th September. 13th September.

FOOCHOW. (Taking Cargo at London Rates.) STEAMERS. TO SAIL. 16th September.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

* Taking Cargo on this bill of lading to all Yangtze and Northern China Ports. * Taking Cargo and Passengers at through rates for all New Zealand other and Australian Ports.

* See Special Advertisement. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, September 12, 1902.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE. STEAMERS FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

PRINCESS IRENE, Sailing Dates. WEDNESDAY, 17th September.

PRINZ REGENT LUITPOLD, Sailing Dates. WEDNESDAY, 1st October.

PRINZEN, Sailing Dates. WEDNESDAY, 15th October.

HAMBURG, Sailing Dates. WEDNESDAY, 29th October.

SA-HSEN, Sailing Dates. WEDNESDAY, 12th November.

GEHA, Sailing Dates. WEDNESDAY, 26th November.

KAUFSCHOU, Sailing Dates. WEDNESDAY, 10th December.

BAYERN, Sailing Dates. WEDNESDAY, 24th December.

KONIG ALBERT, Sailing Dates. WEDNESDAY, 7th Jan., 1903.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 17th day of September, 1902, at Noon, the Steamship PRINCESS IRENE, of the Norddeutscher Lloyd, Capt. G. DANNEMANN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 15th September, and will be received on Board until 5 p.m. on Tuesday, the 16th Sept., and Parcels will be received at the Agency's Office until Noon on Tuesday, the 16th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to Norddeutscher Lloyd, Melchers & Co., Agents.

4947

NORTHERN PACIFIC S.S. CO.
BOSTON STEAMSHIP CO.
BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG: via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. 1902.

GLENOCLE 3750 G. K. Warner Sept. 20.

PLEIADES 3753 W. H. Smith Oct. 4.

VICTORIA 3502 J. Pantou Oct. 18.

OLYMPIA 2837 J. Truchridge Oct. 24.

Steamers marked (*) have no passenger accommodation. * The attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services. Through Bills of Lading issued to PACIFIC COAST PORTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, apply to Dodwell & Co., Limited, General Agents. Hongkong, September 12, 1902.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:—

FOR SHANGHAI, VALETTA, A. G. CURRY, R.N.R., About 13th Sept. LONDON, &c., *Paravanna*, F. J. Fox, Noon, 13th Sept. SINGAPORE, PANG, AND BOMBAY, *Nankin*, C. J. BENTON, R.N.R., About 17th Sept. LONDON, *Ceylon*, W. HAYWARD, R.N.R., Noon, 19th Sept.YMA VIA SHAI, MOJI AND KORE, *Socotra*, G. W. BADOT, R.N.R., About 20th Sept. * See Special Advertisement.

* For Freight only. * Calling at Colombo if sufficient inducement offers. * For Freight or Passage, and further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, September 11, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For TAMSUI via SWATOW AND AMOI, *DAIJI MARU*, SUNDAY, 14th September.ANPING, via SWATOW, *MAIDZURU MARU*, WEDNESDAY, 17th September.TAMSUI, via SWATOW AND AMOI, *DAIJI MARU*, SUNDAY, 21st September.FOOCHOW, via SWATOW AND AMOI, *ANPING MARU*, WEDNESDAY, 24th September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will also comply with the Co.'s Port of Call at the Customs water-front premises at Tamsui to land all passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA,

MANAGER.

Hongkong, September 11, 1902.

CHINA NAVIGATION
CO., LIMITED.

Hongkong to SYDNEY and MELBOURNE via usual Australian Ports of Call.

Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES. Particulars of which can be obtained on application to the Undersecretary.

NEXT SAILINGS. "CHANGSHA" leaves on 13th Sept. "CHINGTU" " " 29th " " " " " " 24th Oct. "TAIYUAN" " " 15th Nov. " " " " " " 15th Nov.

Superior accommodation and ships—Electric Light throughout—Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD. Hongkong, August 26, 1902.

1660

TOYO KISEN KAISHA (ORIENTAL S. S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's Well-known Steamship ROSEITA MARU, 3976 Tons, Captain TATE, will be despatched hence for MANILA, on SATURDAY, the 13th Inst., at 3 p.m.

This Steamer has superior accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, September 9, 1902.

1850

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR YOKOHAMA AND KORE.

THE Company's Steamship TRIESTE, Captain MEEUW, will leave for the above ports on WEDNESDAY, the 17th Inst., at 4 p.m.

This Steamer has superior accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, September 9, 1902.

1850

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship TRIESTE, Captain MEEUW, will be despatched as above on FRIDAY, the 26th Inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigeration Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 6, 1902.

183

Shipping.

FOR SHANGHAI, YOKOHAMA AND KORE.

THE H. A. L. Steamship SILVIA, Captain BEHRENS, will be despatched for the above Ports on SATURDAY, the 13th Inst., at Daylight.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, September 11, 1902.

1839

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *PARRAMATTA*, Capt. F. J. Fox, carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 13th Sept., at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable Mail Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay, WITH TRANSHIPMENT.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 30, 1902.

1776

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW. THE Company's Steamship THALES, Captain ROBSON, will be despatched for the above Port on SATURDAY, the 13th September, at 4 p.m.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, September 11, 1902.

1858

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship YOUNGANG, Captain P. H. ROSE, will be despatched as above on THURSDAY, the 18th September, at 4 p.m.

This steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, September 11, 1902.

1861

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship RUCHI, Captain R. W. ALTON, will be despatched for the above Port on THURSDAY, the 18th Inst., at 4 p.m.

Highest Class Passenger Steamers, High powered, newest and most up to date on the run. All Accommodation and ships. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, September 9, 1902.

1851

NOTICE. MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 22nd Sept., at 1 p.m., the Company's Steamship LAOS, Captain FLANDIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, via Port of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Ports of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 21st Sept., 1902. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, September 8, 1902.

1839

Not Responsible for Debts. NEITHER the Captain, the Agents, nor Owners will be responsible for any debt contracted by the Officers or Crew of the following Steamers during their stay in Hongkong Harbour:—

LUZON, American barque, Capt. Park.

WILLIS, American bark, Captain C. H. Macdon.

Standard Oil Co.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Changsha (s)	Butterfield & Swire	Sept. 13, at noon.
Australian Ports.	Chingta (s)	Butterfield & Swire	Sept. 20.
Australian Ports.	Taiyuan (s)	Butterfield & Swire	October 24.
Australian Ports.	Chuan (s)	Butterfield & Swire	November 10.
Bremen, &c.	Prinzess Fränke (s)	Melchers & Co.	Sept. 15, at noon.
Bremen, &c.	Prinz Regent Luitpold	Melchers & Co.	October 1, at noon
Havre and Hamburg.	Königsberg (s)	Hamburg-Am'k Linie	September 17.
Havre and Hamburg.	Banberg (s)	Hamburg-Am'k Linie	September 24.
Havre and Hamburg.	Freiburg (s)	Hamburg-Am'k Linie	October 8.
Havre and Hamburg.	Heian (s)	Hamburg-Am'k Linie	Sept. 15, at noon.
Kobe	Izumi Maru (s)	Nippon Yusen Kaisha	Sept. 25, at noon
Kobe and Yokohama.	Hitchiti Maru (s)	Nippon Yusen Kaisha	Sept. 26, Daylight
Yokohama and Kobe.	Trieste (s)	Sander, Wierler & Co.	Sept. 17, p.m.
Liverpool	Pyrrhus (s)	Butterfield & Swire	September 20.
London	Duridan (s)	Butterfield & Swire	September 10.
London	Dimond (s)	Butterfield & Swire	Sept. 10, at noon
London	Nestor (s)	Butterfield & Swire	October 14.
London	Caylon (s)	P. & O. S. N. Co.	Sept. 19, at noon
London, &c.	Paramatta (s)	P. & O. S. N. Co.	Sept. 13, at noon
Marseilles, London &c.	Hakata Maru (s)	Nippon Yusen Kaisha	Sept. 20, Daylight
Marseilles, London &c.	Leon (s)	Shanghai Maritime	Sept. 22, at 1 p.m.
Manila	Rosetta Maru (s)	Yitien Bussan Kaisha	Sept. 13, at 3 a.m.
Manila	Yuensang (s)	Jardino, Matheson & Co	Sept. 16, at 4 p.m.
Manila	Rubi (s)	Shewan, Tomes & Co	Sept. 18, at 4 p.m.
Nagasaki, Kobe, Y. Mo.	Yawata Maru (s)	Nippon Yusen Kaisha	Sept. 22, at noon
New York & San Francisco	Shank (s)	P. & O. S. N. Co. Limited	About Sept. 20.
New York & San Francisco	Glennry (s)	McGregor Bros. & Co.	September 22.
New York & San Francisco	Alton (s)	Shewan, Tomes & Co	September 22.
Shanghai	Valetta (s)	P. & O. S. N. Co.	About Sept. 13.
Shanghai and Portland, Or.	Indrasramha (s)	Portland & A. S. Co.	September 13.
Shanghai, Y. Mo. & Kobe.	Silva (s)	Hamburg-Am'k Linie	Sept. 13, Daylight
Shanghai, Y. Mo. & Kobe.	Shank (s)	P. & O. S. N. Co.	Sept. 17, at noon
Singapore, Penang, Calcutta, &c.	Nippon (s)	Sander, Wierler & Co.	About Sept. 17.
Singapore	Thales (s)	Douglas Larpink & Co.	Sept. 13, at 4 p.m.
Singapore, Amoy & Fuzhou	Maiziduru Maru (s)	Osaka Shosen Kaisha.	Sept. 17.
Singapore, Amoy & Fuzhou	Anging Maru (s)	Osaka Shosen Kaisha.	September 24.
Singapore, Amoy & Fuzhou	Anging Maru (s)	Osaka Shosen Kaisha.	Sept. 21.
Singapore, Amoy & Fuzhou	Dajin Maru (s)	Osaka Shosen Kaisha.	September 14.
Singapore & Shanghai.	Woussung (s)	Butterfield & Swire.	Sept. 14.
Singapore and Melbourne.	Kaunano Maru (s)	Nippon Yusen Kaisha	October 4, at noon
Singapore (B. C.) &c.	Empress of Japan (s).	Canadian P&O. Co.	Sept. 24.
Singapore (B. C.) &c.	Athenian (s)	Canadian P&O. Co.	October 8.
Singapore (B. C.) &c.	Empress of China (s).	Canadian P&O. Co.	October 22.
Victoria, B. C., Seattle	Sinbiu Maru (s)	Nippon Yusen Kaisha	Sept. 25, at 4 p.m.
Victoria, B. C., Tacoma	Glenogle (s)	Dorwell & Co. Limited	September 20.
Victoria, B. C., Tacoma	Pleione (s)	Dorwell & Co. Limited	October 4.
Victoria, B. C., Tacoma	Victoria (s)	Dorwell & Co. Ltd.	October 18.
Yokohama via Japan, &c.	Hyson (s)	Butterfield & Swire	October 2.
Y. Mo, Shai, Moji, Kobe	Suota (s)	P. & O. S. N. Co.	About Sept. 20.

SHARE LIST.—QUOTATIONS.

SEPTEMBER 12, 1902.

Stocks.	No. of Shares.	Price.	Per cent.	Closing Quotations, Cash.
RANES.				
Hongkong and Shanghai Bank Corp.	80,000	£ 125	1/2	£ 995, sales & buyers
Natutank Bank of China, Limited	19,970	£ 10	£ 8	£ 27, buyers
Do.	29,955	£ 10	£ 8	£ 27, sellers
Do.	700	£ 1	£ 1	£ 10, sellers
MARINE INSURANCE.				
Eastern Insurance Office Co., Ltd.	10,000	£ 250	£ 50	£ 175, buyers
North China Insurance Co., Ltd.	21,000	£ 250	£ 50	£ 175, buyers
North-China Insurance Co., Ltd.	8,000	£ 100	£ 20	£ 18, sellers
Straits Insurance Co., Ltd.	30,000	£ 100	£ 20	in liquidation
Union Insurance Society, Ltd.	10,000	£ 250	£ 50	£ 140, sales & buyers
Yantai Insurance Association, Ltd.	8,000	£ 100	£ 20	£ 127, sellers
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,000	£ 100	£ 20	£ 841, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	£ 250	£ 50	£ 330, buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ltd.	50,000	£ 70	all	£ 219, buyers
Geo. Fenwick & Co., Limited.	6,000	£ 25	£ 5	£ 27, sales & buyers

China and Manila S. S. Co., Ltd.	20,000	5	50	50	\$224, buyers
Douglas Steamship Co., Limited	10,000	50	5	5	nominal
H.K. C. and M. Steamship Co., Ltd.	20,000	50	50	42	buyers
Indo-China S. N. Company, Limited	20,000	5	15	15	\$341, sellers
Star Ferry Company, Ltd.	10,000	5	10	all	\$80, sellers
Shall Transport & Trading Co., Ltd.	10,000	5	10	5	\$10, sellers
Shanghai Tea Boat Co., Ltd.	2,000	100	100	100	\$210, buyers
Taikei Tok and Lighter Co., Ltd.	8,000	100	50	50	\$15, 54, sales
Shanghai Cargo Boat Co., Ltd.	8,000	100	100	100	\$150, buyers
Co-operative Cargo Boat Co., Ltd.	8,000	100	100	100	\$130, buyers
REFINERS.					
China Sugar Company, Limited.	25,000	5	100	all	\$93, buyers
Tuzon Sugar Company, Limited.	7,000	5	100	all	\$10
Perak Sugar Cultivation Co., Ltd.	7,000	50	50	50	\$75, buyers
WHALES.					
H.K. & Kwong, Wharf & Godown Co.	30,000	5	50	all	\$84, buyers
Shanghai and Hongkong Wharf Co.	20,100	100	100	100	\$365, buyers
LAND AND BUILDING.					
Hongkong Land Investment and Agency Company, Limited	50,000	5	100	100	\$172, sellers
Shanghai Land Investment Co., Ltd.	30,000	100	50	50	\$117, sales
Kowloon Land and Building Company	6,000	5	20	20	\$30, sellers
Wong Woong Land Building Co., Ltd.	3,764	23	25	25	\$184, sellers
Humphreys Estate & Finance Co.	100,000	5	10	all	\$113, buyers

TRADEWAYS.					
H.K. High-Level Tramway Co., Ltd.	1,250	£	100	all	\$34½, buyers
HOTELS.					
Jebsen Mining & Trading Co., Ltd.	60,000	£	5	all	\$12, buyers
New Punjom Mining Co., Ltd.	60,000	£	10	all	\$44, buyers
Preference shares	30,000	£	1	all	\$1, sellers
SOCIÉTÉ FRANÇAISE DES CHARBON- nages du Tonkin.					
Raub Aust. Gold Mining Co., Ltd.	200,000	£	250	all	\$550
HOTELS.					
Hongkong Hotel Company, Ltd.	12,000	£	50	all	\$131
Oriente Hotel, Manila	7,000	£	50	\$50	\$43½, sellers
Astor House Hotel Ltd. (Tientsin)	2,000	£	150	\$150	\$150, sellers
Astor House Hotel Co., Ltd. (S'hai)	4,500	£	100	\$100	\$50, nominal
DISPENSARIES.					
A. S. Watson & Co., Limited	60,000	£	10	all	\$14½, sellers
Watkins Limited	10,000	£	10	\$10	\$7, buyers
ELECTRIC.					
H.K. and China Gas Co., Limited	7,000	£	10	all	\$140, buyers
Shanghai Gas Company, Ltd.	8,000	£	60	\$150	\$120, sales
Hongkong Electric Co., Limited	30,000	£	10	\$10	\$13, sellers
New Electrics "new" Co.	30,000	£	10	\$5	\$6½, sellers
BRICK AND CEMENT.					

MISCELLANEOUS.			
Mania Investment Co., Ltd.	20,000 \$	50 \$	50 \$200, sellers
Bell's Asbestos Eastern Agency, Ltd.	8,604 \$	12/6	12/6 \$1, buyers
United Asbestos Eastern Agency, Limited	10,000 \$	12/6	12/6 \$84, sellers
Hongkong Bakery Company, Ltd.	10,000 \$	10 \$	10 \$165, buyers
H.K. Steam Water-boat Co., Ltd.	7,000 \$	6 1/2	7 1/2 \$29, sellers
Hongkong Dairy Farm Co., Ltd.	5,000 \$	7 1/2	all \$132, buyers
Hongkong Ice Company, Limited	10,000 \$	7 1/2	all \$240, buyers
Shanghai Waterworks Co., Ltd.	7,200 \$	20 1/2	20 1/2 \$1,350, buyers
Shanghai Planting Company, Ltd.	10,000 \$	20 1/2	all \$1,000, buyers
Hong Rong Ropes Manufacturing Co., Ltd.	10,000 \$	all	\$135, sellers
Hongkong Cotton Spinning Co., Ltd.	1,000 \$	10 \$	10 \$171, sales & buyers
Ewe Cotton Spinning and Weaving Co., Ltd.	17,600 Tls.	1 1/2	1 1/2 \$100, 40, sellers
International Cotton Manufacturing Co., Ltd.	10,000 Tls.	1 1/2	1 1/2 \$100 Tls. 35, sellers
Lao-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000 Tls.	100	100 \$100 Tls. 45, sellers
Sze Chai Cotton Spinning Co., Ltd.	2,000 Tls.	10	\$100 Tls. 150
China Provident Loan Mortgage Co., Ltd.	6,000 \$	50	50 \$120, sellers
China Tropic Company, Ltd.	7,500 \$	20 \$	15 \$20, sellers
Universal Trading Co., Ltd.	20,000 \$	20 \$	20 \$40, sellers
Wing Yuen Co., Ltd.	3,500 \$	10 \$	5 \$65, sellers
Campbell, Moore & Co., Limited	1,200 \$	10 \$	\$25, ex div., sellers
Wm. Powell, Limited	12,000 \$	10 \$	\$10, 50, sales.
CIGAR COMPANIES.			
Philippine Tobacco Trust Co., Ltd.	20,000 \$	50 \$	50 \$45, sellers
Alhambra Limited	200 \$	500 \$	500 \$50, Non.

Chinese Imperial 1886 n.Tls. 787,200.Tls. 2507 % p. annum 10 % prem.
VERNON and SMYTH *Share-brokers.*

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